

**PORTLAND FREIGHT COMMITTEE
AGENDA
Meeting No. 243**



IMPORTANT: *This is an in-person meeting, while still providing a hybrid option for those unable to attend in person.*

WHEN: Thursday, December 7th, 2023 @ **8:30 AM.**

WHERE:

a. **In-person option:** Portland Building – Room 216

b. **Virtual option:**

<https://zoom.us/j/97499103224?pwd=Y3RxeGJpTEZYREcvVIFGeStZL1hndz09>

Password: 101442

Please click this URL to join:

<https://zoom.us/j/97499103224?pwd=Y3RxeGJpTEZYREcvVIFGeStZL1hndz09>

Password: 101442

8:30 AM Welcome and Meeting Protocol

- Committee approved meeting minutes for November.

8:40 AM PBOT Director Visit and PBOT's Budget Discussion

Director Williams & Kevin Bumatay

- PBOT is facing an acute budget shortfall and has seen a significant drop in revenue over the past few years.
- Cuts have already been made and cuts will have to be made in the future.
- From the annual budget of over \$500 million, more than \$400 million is restricted, including a portion of restricted General Transportation Revenue (GTR). This leaves less than \$100 million left for discretionary spending.
- One of the cuts that had already been made was for residential street sweeping. It is a high priority to restore this service.
- In addition to parking revenue, State Highway Funds from gas taxes and vehicle registration fees provide the other revenue source for GTR. This has decreased due to a loss of population in Portland and a move towards electric vehicles (EVs).
- The GTR budget will need to decrease by \$32.6 million.

Questions, Comments and Answers:

How much revenue do you estimate has been lost from parking revenue?

Kevin Bumatay: I think the percent is 30% reduction in parking and this has not returned to pre-pandemic levels. This is mainly due to a decrease in activity downtown and a decline in parking enforcement.

In the past, the city has struggled to respond well to weather events. Will there still be enough money budgeted for these occurrences?

Director Williams: We do not intend to make cuts for weather response.

In response to weather events, could PBOT borrow personnel from other bureaus?

Director Williams: Technically, yes, if there was an emergency declaration.

However, certain jobs that PBOT performs must be performed by people who are trained and skilled in those areas.

Does the budget include grant money, and if so, how is that then allocated to staffing hours?

Kevin Bumatay: Grant money is allocated in the budget to their respective function areas, programs, or groups. When staff then charge time, hours would be tied to that grant or program.

Jobs are coming back with increasing growth. Does this signal that we are getting close to a full recovery?

Kevin Bumatay: Models show that parking revenue is not expected to fully recover until past the 5-year horizon.

Will there be definite cuts to staff support for the modal committees?

Kevin Bumatay: Budget decisions for 2024-2025 haven't been finalized, but it's looking like there are limited options of where to cut funding.

9:10 AM Hot Topics, Points of Interest

Jana Jarvis / All

- The committee decided that future in-person meetings will be held quarterly and that the first in-person meeting for 2024 will be held Thursday, January 4.
- In facing potential budget cuts that may impact staff support for modal committees such as the PFC, committee members suggested it may be helpful to write a letter to City Council highlighting where the PFC has successfully provided value in the past. In terms of timing, it would be best to get a letter together before budget discussions in January. Sorin Garber volunteered to write up a preliminary draft letter which will be sent out to committee members for their review.
- The committee will further discuss PFC membership at the next meeting in January.

9:25 AM HVUT & Fixing our Streets

Mark Lear (PBOT)

- See presentation for details.

Questions, Comments and Answers:

There are concerns that paving projects aren't always adequate in avoiding future rehabilitation. Will freight be getting enough back from their investments in paving projects?

Mark Lear: Paving projects include 2-inch grind and overlay projects, as well as micro-surfacing/crack sealing work. Micro-surfacing treatment is only used for lower volume roads. 2-inch grind and overlay projects will be prioritized for busier streets that carry heavier vehicles such as buses and freight.

What does it mean by "paving expenditures will be tracked based on new city council districts"?

Mark Lear: Paving expenditures across the city will be reported back to the council to ensure that investments have rough proportionality across new city council districts.

Where is the nexus between bicycle and freight projects?

Mark Lear: We would like to have separation between bicycles and freight where

we can, but ensuring there is an allocation for “pedestrian, bicycle, and public space retrofits” will help to ensure we maintain funding for these treatments.

Is TriMet exempt from HVUT?

Mark Lear: Yes, TriMet is exempt from HVUT.

There is a real need for better street lighting as it relates to livability and public safety. Is this something that could also be funded alongside paving?

Mark Lear: The City currently lacks the funding for such projects. It would be great to hear more from this committee where they see possible issues and opportunities.

10:00 AM 2024 PFC Meetings Potential Topics & Field Tours

Gabriela Giron (PBOT) & Jana Jarvis

- The committee discussed the preliminary listing of agenda items this upcoming year, including potential field trip ideas.
- Some field trip ideas included touring a trucking terminal, air cargo, UPS or Amazon distribution center, cement facilities, jet boat tour, Central Eastside, and the Northwest industrial area.
- Potential topic ideas included discussing the relationship the committee can have with the new city manager, future technology, industrial land readiness project, and the impacts of illegal camping and dumping on transportation corridors.

10:20 AM Public Comments

Jana Jarvis

- Sarah Iannarone from Street Trust extended an invitation to participate and attend the Oregon Active Transportation summit in April. They are hoping to have freight representatives provide their valuable perspectives.
- Michelle Sprague provided comment regarding a need to address daylighting when planning for freight routes as it relates to other modes of transportation.

10:30 AM Adjourn

In-person and virtual* attendees:

Andrew Aebi
Kevin Bumatay
Tom Bouillon*
Bill Burgel
Shoshana Cohen
Tim Collins*
Tom Dechenne
Ari Del Rosario
Marie Dodds*
Nick Fortey*
Sorin Garber
Joe Gardner

Roger Geller
Gabriela Giron
Tanya Hartnett
Aaron Hunt*
Sarah Iannarone
Denver Igarta
Jana Jarvis
Steve Kountz
Mark Lear
Jonathan Maus*
Winston Sandino*
Bob Short
Michelle Sprague
Ellen Wax
Pia Welch
Director Millicent Williams
Greg Zonavich*